

the terminus a little further out. I understand that no instructions have been given by the government to the federal commission to request a meeting of the railway companies looking toward this great improvement.

The union station should also be improved. That was recommended by the committee. So far, however, no steps have been taken in that direction.

When I last spoke I made reference to the beautiful tulips that were growing out here this spring, and since I made that speech I have received six or seven letters castigating me about the things I said about this gift from Holland. I am not taking back one word of what I said about the gift to Canada. I did say that these bulbs were some of the nicest I have ever seen, but I still remember that during the years of the war, when other countries were turning their grass lands and, indeed, all the land they had into land for the production of food, Holland was preserving these bulbs, and naturally they grew to a great size. When the war ended, the devastated countries around Holland were unable to send anything out, whereas Holland was in the right position to export bulbs, samples of which reached Ottawa, Montreal and Toronto.

I have always been curious to know why these three cities were chosen—Ottawa, Montreal and Toronto. We did not expect any in British Columbia because we do grow beautiful bulbs out there. Our growers produce splendid bulbs. But in view of the fact that I have received seven castigating letters, I repeat what I said on that occasion. It was a straight business deal on behalf of Holland and they made a pretty good job of it. I admired the bulbs, but from the advertising point of view it has done them more good and we in British Columbia will probably have a harder time in selling bulbs to the people around here.

Mr. CRUICKSHANK: Except that ours are better.

Mr. REID: I am going to make a suggestion. I do not know under whose authority it would come, but I offer the suggestion in all seriousness. We are going to enlarge the personnel and take in all the provinces, and I hope we so enlarge it as to take in all three maritime provinces instead of having one representative. I suggest again that the provinces be asked through the provincial governments and their representatives to have plots of ground set aside on parliament hill, if that can be done, so that each province may there display its interest and demonstrate what can be and in fact is grown in the province represented in any particular plot. I know that many provinces may not wish to take advan-

tage of that proposal; nevertheless, those who do wish to take advantage of a plot on parliament grounds, or who wish to take an avenue or a portion of an avenue for the planting of trees, should be given every encouragement to do so. Members from the various provinces would be watchdogs and would see that the trees were looked after, and the representatives of each province would take pride in what was being done in that regard. Each province so represented would take a greater interest in the national capital than would be the case if this suggestion were not carried out.

I am not going to delay the house any longer. I thought I would put on the record the recommendations of the committee and at the same time try to correct one or two statements that have been made, pointing out that the \$300,000 given under this bill is not all for the beautification of Ottawa. As a matter of fact—and I say this in all sincerity—I do not think we are giving enough money. I make a further suggestion. Leading into Ottawa, the highways should be modernized by the federal authorities, because you cannot expect some little municipality two or three miles on the outskirts of Ottawa to bear the burden of the cost of a modern highway.

The approaches to a city have a wonderful effect on visitors who come in cars. We are living in the days of modernized vehicular traffic and we must have modernized highways. I went up the Gatineau two Sundays ago. What the great drawback is about visiting the 16,000-acre farm under the federal district commission is the lack of roads. I did not suffer greatly going over some of the rough corduroy gravel roads, but I said to the superintendent of the federal commission, Mr. Hay, "I doubt very much whether our United States visitors would ever come back to see the beautiful lakes in the Gatineau area after travelling over these corduroy roads." As everyone knows, the roads in the United States are splendid. They are very comfortable to travel on and motors are built especially for such splendid highways, but none of them will travel twice over roads such as I travelled on in going up the Gatineau two Sundays ago.

I am all in support of this measure, Mr. Speaker, and the passing of it.

Mr. G. J. McILRAITH (Ottawa West): As member for the greater part of the city of Ottawa and, indeed as member for the part of the city of Ottawa in which these parliament buildings are located, I particularly welcome this bill. I also welcome it because it represents one more step in the achievement of some ideas I have held and tried to assert at appropriate moments in the appropriate places with respect to the development of our